U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Basin Western West Creek Oil Spill - Removal Polrep
Initial Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VIII

Subject:	**POLREP #1** **Initial** **Basin Western West Creek Oil Spill** **FPN E12801** **Mesa County, CO** **Latitude: 38.7565450 Longitude: -108.7549900**
To:	David Ostrander, EPA
From:	Steve Way, OSC Paul Peronard, OSC
Date:	10/26/2011
Reporting Period:	October 24-26, 2011

1. Introduction

1.1 Background

Site Number:	FPN E12801	**Contract Number:**	
D.O. Number:		**Action Memo Date:**	
Response Authority:	OPA	**Response Type:**	Emergency
Response Lead:	PRP	**Incident Category:**	Removal Action
NPL Status:		**Operable Unit:**	
Mobilization Date:	10/24/2011	**Start Date:**	10/24/2011
Demob Date:		**Completion Date:**	
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:		**State Notification:**	
FPN#:	E 12801	**Reimbursable Account #:**	

1.1.1 Incident Category

Oil Spill, Emergency Response, RP Lead

1.1.2 Site Description

Around mid day on October 24, 2011, a tanker owned by Basin Western carrying 7,700 gallons of crude oil rolled over on Highway 141, near mile marker 128. The location is in a very remote area, roughly 30 miles south of Grand Junction, Colorado, approximately 10 miles east of Gateway, Colorado. During the crash the tanker ruptured, discharging somewhere between 3,000-7,000 gallons of crude oil into and around West Creek. West Creek flows into Bear Creek, which flows into the Dolores River near Gateway, Colorado. OSC Steve Way was dispatched to oversee the RP's response.

1.1.2.1 Location

Western Colorado, approximately 10 miles east of Gateway, Colorado, on Highway 141

1.1.2.2 Description of Threat

Oil discharged from a tanker into West Creek

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

The tanker involved was carrying roughly 7,700 gallons (182 bbls.) of crude oil. Grand Junction Haz-Mat was able to pump off roughly 2,000-3,000 gallons from the tanker. Allowing for some oil remaining in the tanker, it is estimated that between 3,000-5,000 gallons of oil entered West Creek

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

2.1.2 Response Actions to Date

1. Tanker was off-loaded Monday night about 10 PM. The wreckage was removed that night.

2. The containment actions to that point were limited to sorbent boom placed by the Grand Junction Fire Department (GJFD) at several locations down stream several miles.

3. Access to the spill site and to the area immediately down slope were somewhat restricted by the wreckage and equipment removing the tanker until about 11 PM. The GJFD left the scene and "handed-off" the response to the RP's insurance agent.

4. Tuesday morning, the contractor (STTI) for the RP (and insurance agent) arrived with 2 laborers and sorbent boom at approximately 0830. The contractor was told that an excavator and pumps and tanks and hard boom were needed to effectively contain and recover the product migrating into the creek.

5. OSC Way directed the contractors to use what materials they had available to restrict migration downstream, divert/collect oil on the water to points where removal was feasible. The available equipment was inadequate to perform these tasks. (The CO DOW provided a 2" trash pump and 500 gal tank by late afternoon.)

6. By the afternoon of October 25, 2011, a small excavator was on scene and a diversion trench was installed within a grassy pond area below the spill, adjacent to the creek. Free product was observed in the area Monday night. In addition, a berm was placed around an area of oil seepage at the creek bank, and an area of containment was established..

7. Beaver dams downstream were accumulating oil, and recovery with vacuum trucks started by later afternoon on Tuesday October 25, 2011. One load of oil/water was recovered by dark.

8. Portable pumps and tanks were moved to the creekside containment berm to recover oil from inside the berm.

9. DOW fisheries staff assessed the creek for fish health and found low mortality as of Tues afternoon. Wildlife impacts appeared to be minimal at that time.

10. Oil collection and recovery efforts are continuing.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Basin Western is the responsible party, and is conducting the response actions

2.1.4 Progress Metrics

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*

2.2 Planning Section

2.2.1 Anticipated Activities

Oil collection will continue for at least 2-5 more days

2.2.1.1 Planned Response Activities

OSC departed the Site on 10/25/2011. A START contractor was left on scene to monitor the RP's progress.

2.2.1.2 Next Steps

2.2.2 Issues

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

No information available at this time.

4. Personnel On Site

No information available at this time.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Basin Western West Creek Oil Spill - Removal Polrep
Final Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VIII

Subject: **POLREP #2**
Final
Basin Western West Creek Oil Spill
FPN E12801
Mesa County, CO
Latitude: 38.7565450 Longitude: -108.7549900

To: David Ostrander, EPA

From: Steve Way, OSC

Date: 12/19/2011

Reporting Period:

1. Introduction

1.1 Background

Site Number:	FPN E12801	**Contract Number:**	
D.O. Number:		**Action Memo Date:**	
Response Authority:	OPA	**Response Type:**	Emergency
Response Lead:	PRP	**Incident Category:**	Removal Action
NPL Status:		**Operable Unit:**	
Mobilization Date:	10/24/2011	**Start Date:**	10/24/2011
Demob Date:	11/16/2011	**Completion Date:**	11/16/2011
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:		**State Notification:**	
FPN#:	E 12801	**Reimbursable Account #:**	

1.1.1 Incident Category

Oil Spill, Emergency Response, RP Lead

1.1.2 Site Description

Around mid day on October 24, 2011, a tanker owned by Basin Western carrying 7,700 gallons of crude oil rolled over on Highway 141, near mile marker 128. The location is in a very remote area, roughly 30 miles south of Grand Junction, Colorado, approximately 10 miles east of Gateway, Colorado. During the crash the tanker ruptured, discharging somewhere between 3,000-7,000 gallons of crude oil into and around West Creek. West Creek flows into Bear Creek, which flows into the Dolores River near Gateway. OSC Steve Way was dispatched to oversee the RP's response.

1.1.2.1 Location

The site is in a remote area in western Colorado, approximately 10 miles east of Gateway, Colorado, on Highway 141.

1.1.2.2 Description of Threat

Oil discharged from a tanker into West Creek

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

The tanker involved was carrying roughly 7,700 gallons (182 bbls.) of crude oil. Grand Junction Haz-Mat was able to pump off roughly 2,000-3,000 gallons from the tanker. Allowing for some oil remaining in the tanker, it is estimated that between 3,000-5,000 gallons of oil entered West Creek

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

2.1.2 Response Actions to Date

October 24 - Initial Report

1. Tanker was off-loaded Monday night about 10 PM. The wreckage was removed that night.

2. The containment actions to that point were limited to sorbent boom placed by the Grand Junction Fire Department (GJFD) at several locations down stream several miles.

3. Access to the spill site and to the area immediately down slope were somewhat restricted by the wreckage and equipment removing the tanker until about 11 PM. The GJFD left the scene and "handed-off" the response to the RP's insurance agent.

4. Tuesday morning, the contractor (STTI) for the RP (and insurance agent) arrived with 2 laborers and sorbent boom at approximately 0830. The contractor was told that an excavator and pumps and tanks and hard boom were needed to effectively contain and recover the product migrating into the creek.

5. OSC Way directed the contractors to use what materials they had available to restrict migration downstream, divert/collect oil on the water to points where removal was feasible. The available equipment was inadequate to perform these tasks. (The CO DOW provided a 2" trash pump and 500 gal tank by late afternoon.)

6. By the afternoon of October 25, 2011, a small excavator was on scene and a diversion trench was installed within a grassy pond area below the spill, adjacent to the creek. Free product was observed in the area Monday night. In addition, a berm was placed around an area of oil seepage at the creek bank, and an area of containment was established..

7. Beaver dams downstream were accumulating oil, and recovery with vacuum trucks started by later afternoon on Tuesday October 25, 2011. One load of oil/water was recovered by dark.

8. Portable pumps and tanks were moved to the creekside containment berm to recover oil from inside the berm.

9. DOW fisheries staff assessed the creek for fish health and found low mortality as of Tues afternoon. Wildlife impacts appeared to be minimal at that time.

10. Oil collection and recovery efforts are continuing.

October 26 - November 16 - Final Report

1. START members arrived onsite as of October 26 and continued oversite responsitiblities. A diversion trench was constructed within the wetland area below the spill, a dike between the wetland area and West Creek was re-enforced, and a containment pit was constructed along the West Creek

shoreline. Sorbent boom were placed along the face of the dam.

2. Additional absorbent boom was placed downstream of a lower beaver pond. Leaf blowers were used to force oil downstream and into booms where it was collected by vacuum trucks.

3. A second interceptor trench was constructed to capture crude before it seeped into the containment pit and the original trench was excavated deeper.

4. A below grade sump was installed to pump oil from the trench into a 20,000 gallon Frac Tank.

5. Oil contaminated soil removal began Oct. 29. Absorbent boom was replaced.

6. Contaminated soil and water were taken to a wastewater treatment plant near Naturita, Co.

7. A slope flushing operation began using a mild detergent. The soil was tested to ensure removal was successful. Plans for re-vegetation were made for a spring planting. Soil samples were taken to confirm remediation.

8. STTI flushed riprap slope with 2,000 gallons of warm water to mobilize trapped crude oil within the rocks. START approved contaminated soil removal efforts, conducted a final site tour, changed absorbent boom one final time and demobilized.

LMH reported that final grading operations were completed on November 11. Straw wattle soil erosion barriers were placed on the slopes on November 16 and a Dryland Pasture seed mix was applied as interim vegetation. Revegetation was planned for spring 2012.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Basin Western is the responsible party and conducted the response actions

2.1.4 Progress Metrics

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*
contaminated soil	soil	1,016 cu. yds.		WTP near Naturita	
water/crude oil mix	water	2,285 barrels		WTP near Naturita	

In communications following START's site visit, STTI reported that the volume of soil removed from the wetland area and the wreck site totaled 1,016 cubic yards. A total liquid volume of 2,285 barrels was collected, of which 210 barrels originated from the beaver pond collection area. It was also reported that the disposal company was able to separate the oil from the water on the first two days of pumping at the beaver pond. They recovered 15 barrels of oil from the first truck load but subsequent truckloads did not contain high enough oil concentrations for the separation process.

2.2 Planning Section

2.2.1 Anticipated Activities

2.2.1.1 Planned Response Activities

The OSC departed the Site on 10/25/2011 at approximately 1900 hours. A START contractor was left on scene to monitor the RP's progress arriving at 0745 hours on 10/26/11.

2.2.1.2 Next Steps

Per USACE and FWS remediation requirements, LMH must still provide a restoration plan that outlines the landowner's choice to maintain an open impoundment of water and the planting of pre-oil spill-type plants. The restoration plan will detail areas that will be revegetated, and the quantity and species of plants, as well as planting density. The plan will also provide cross-sectional details of the pond to indicate depth relative to water surface, monitoring guidelines, and a contingency plan in the event initial restoration fails.

2.2.2 Issues

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

No information available at this time.

4. Personnel On Site

No information available at this time.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.

LMH Environmental, Inc.

February 28, 2012

Ms. Carrie Sheata
US Army Corps of Engineers
400 Rood Ave., Room 134
Grand Junction CO 81501

Re: Basin Western Crude Oil Spill, Gateway, Colorado
National Response Center Case No. 993433
Great West Casualty Company Claim No. F08401
LMH Project No. CO-11-02

Dear Ms. Sheata:

The purpose of this letter is to request a Section 404 permit or a letter confirming that no permit is required for a pond revegetation project at the subject spill site near Gateway, Colorado.

Background Information

On October 24, 2011, a truck and semi-trailer operated by Basin Western, Inc., of Roosevelt, Utah, was involved in an accident on Colorado Route 141 at approximate milepost 127.8 (Figure 1). As a result of the accident, approximately 4,700 gallons of crude oil were spilled. LMH Environmental, Inc., was authorized by Basin Western to complete the environmental cleanup of the spill. A report was prepared by Storage Tank Technology, Inc. (STTI), LMH's local contractor, for submittal to the Colorado Department of Public Health & Environment (CDPHE), Colorado Department of Transportation (CDOT), and other concerned agencies. A copy of this report will be provided at your request.

The truck and semi-trailer rolled over and came to rest on the embankment supporting the highway. At this location the highway is constructed over an embankment of large boulders along the northwest side of the flood plain of West Creek. The trailer was punctured by the boulders, and the cargo of crude oil leaked from the trailer and flowed down gradient. A shallow drainage ditch at the toe of the embankment intercepted most of the spilled crude oil and directed it into the location indicated as "Pond Area" on Figure 2. This drainage ditch is identified on Figure 2 as an "Unnamed Ephemeral Stream.

The property is owned by Beeman B. Casto and Jessie M. Casto. The owners informed LMH that the pond had been constructed about 50 to 60 years ago by excavating a shallow area and placing the excavated soil in a berm approximately parallel to West Creek. The pond receives surface runoff from the area north of the pond towards another shallow drainage channel. This second drainage channel is also identified on Figure 2 as another "Unnamed Ephemeral Stream. The pond also receives surface runoff from the west side of Highway 141, where overland sheet flow travels into and through the rocky embankment on which the highway is constructed. The size of the pond watershed is approximately 25 acres.

The pond was constructed for use as a fish pond and used as such for several years. However, the

pond has not been used or maintained for several years, and the pond became silted in and overgrown with hydrophilic vegetation. The root mass of this vegetation absorbed a large volume of the spilled crude oil. Excess crude oil was seeping from the vegetation into West Creek and migrating downstream.

LMH met with the US Environmental Protection Agency (EPA), the U.S. Fish and Wildlife Service (FWS), and with the US Army Corps of Engineers (ACE) to discuss remediation options. It was decided that the fastest and most effective way to remove the crude oil from the pond area was to excavate the root mass and underlying soil. This plan was approved by EPA. While excavation was underway, a silt fence was placed along the berm to prevent the release of silt into the creek. A small sump was excavated in the easternmost corner of the pond to collect water and oil draining from the pond surface. Collected water and oil was pumped to temporary storage tanks pending disposal. Soil and vegetation contaminated with crude oil from the spill was removed from the pond area, returning it to its approximate original configuration. The sump was filled with clean soil to make it level with the pond bottom, and an overflow to the creek was constructed and protected with 10-inch riprap.

Excavated areas adjacent to the pond area were backfilled with clean fill obtained locally and graded to their approximate original configuration. These areas were protected with straw wattles and seeded with a seed mix specified by CDOT. The slopes immediately adjacent to the pond and the berm parallel to the creek were also seeded with a "Dryland Pasture Mix" specified by CDOT. The seed mix contains the following: Wheatgrass, Hycrest Crested (18%); Wheatgrass, Intermediate Oahe (22.5%); Orchard, Paiute (18%); Perennial Ryegrass, Linn (14.55%); and Smooth Brome, VNS (18%). The seed was broadcast over the affected area and raked in.

Project Description

In order to complete the environmental remediation of the crude oil spill, the restoration of the pond area is required. FWS has authorized the restoration of the area as a pond.

LMH proposes planting additional vegetation if necessary on the pond berm and the slopes immediately adjacent to the pond to re-establish wetland vegetation.

Project Volume

No additional excavation or fill construction is required or proposed. No work will done in West Creek.

Project Area

The area subject to establishment of wetland vegetation is approximately 0.5 acres, including the area of the pond itself.

Project Location

The project is in the NE ¼ of Section 14, Township 15 South, Range 102 West of the 6th Principal

Meridian in Mesa County. Site coordinates are N 38° 45' 13.68" W 108° 45' 22.50."

A vicinity map is also enclosed as Figure 1, Site Location Map. The location of the site is indicated at the center on the map. To visit the site, take US 50 eastbound from Grand Junction. At Whitewater, turn right onto State Route 141 and proceed southwest toward Gateway. The site is on the east side of the highway approximately 25 miles from Whitewater.

Please call if you have any questions.

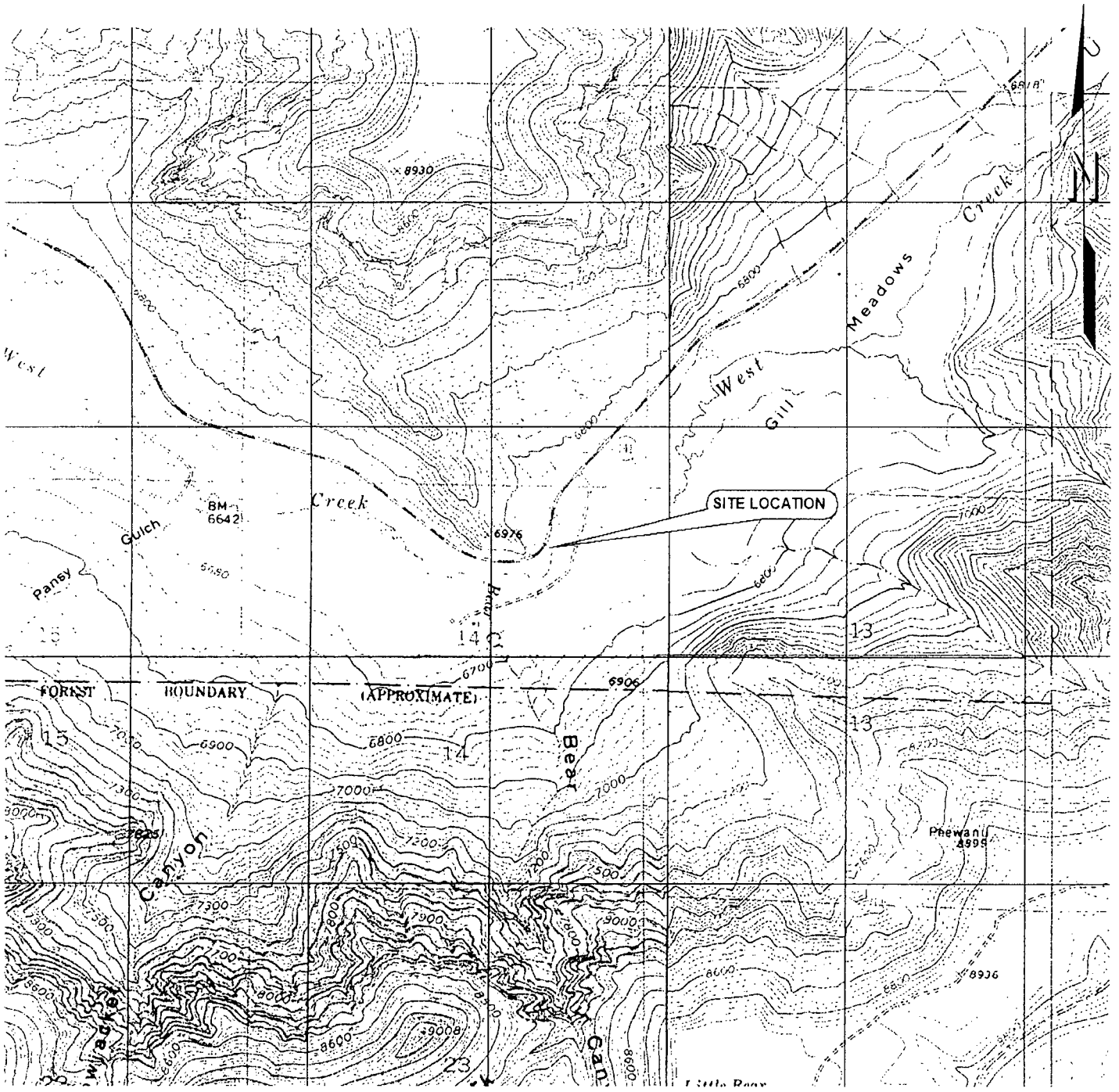
Sincerely,

LMH Environmental, Inc.

Richard L. Harness
Principal Engineer

enclosures

cc: Mr. Lloyd Dean, Basin Western, Inc.
Mr. Paul Rush, Great West Casualty Company
Mr. Steven Way, USEPA
Ms. Barb Osmundson, US FWS
Mr. Mike Verketis, CDOT
Mr. Rob Bierle, CDPHE



0 2,000 4,000

SCALE: 1" = 2,000'

FISH CREEK	SNYDER FLATS
PINE MOUNTAIN	CASTO RESERVOIR

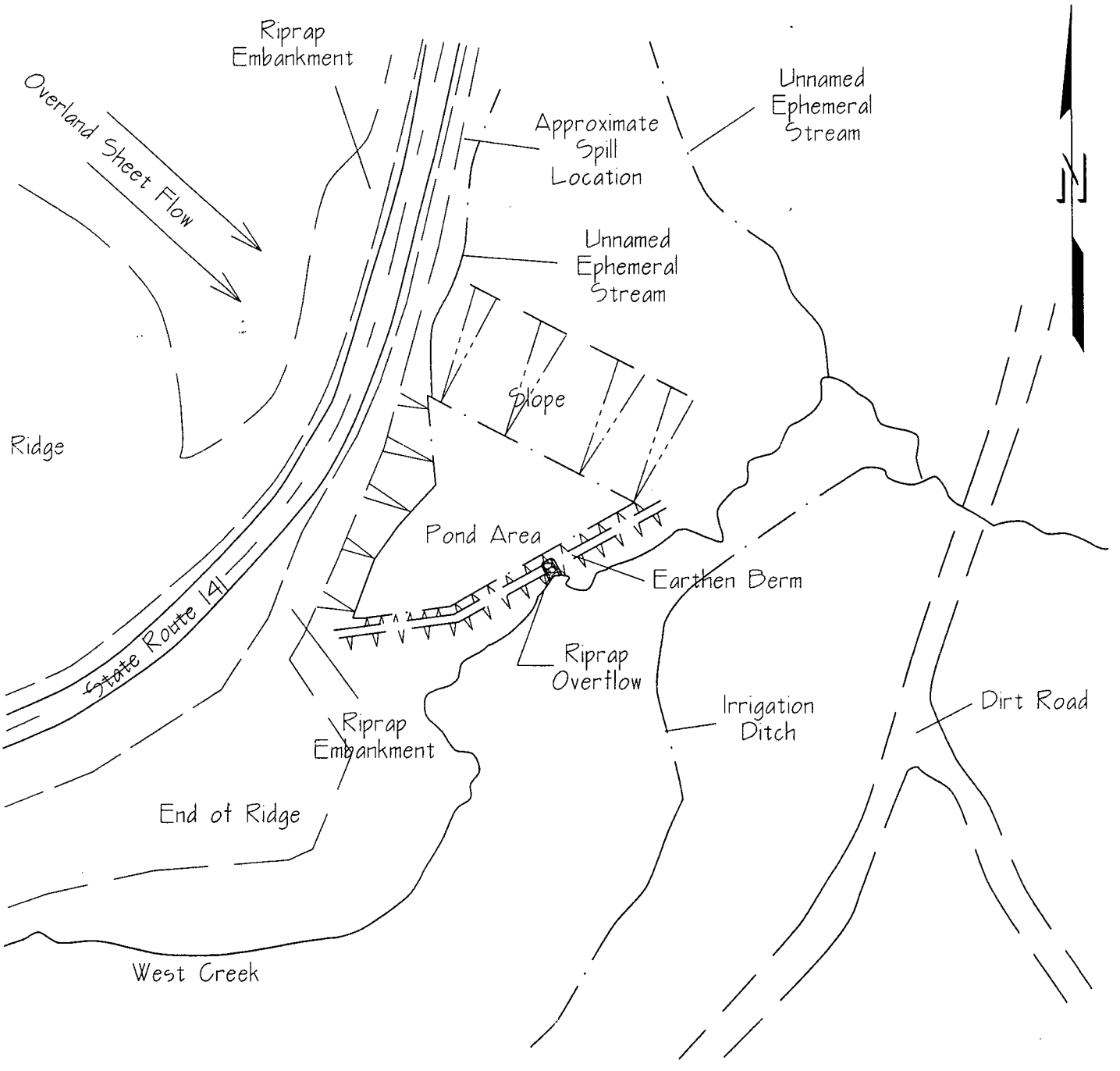
SITE LOCATION
COLORADO-MESA CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

FIGURE 1
SPILL SITE LOCATION
BASIN WESTERN INC. CRUDE OIL SPILL
COLORADO HIGHWAY 141 NEAR GATEWAY
MESA COUNTY, COLORADO

PROJECT NUMBER CO-11-02	PREPARED BY RLH
REV. DATE 11/22/2011	REVIEWED BY RAM

LMH ENVIRONMENTAL, INC

D:\2012 CAD\CO Gateway\Gateway Figure 01.gxd – 02/10/2012 – 10:48 AM – Scale 1 : 1200.000



NOTE: The basis for this drawing is an aerial photograph (10/22/2005) downloaded from Google Earth. The locations of objects depicted on this drawing have not been verified in the field by survey.

FIGURE 2
SPILL SITE LOCATION
BASIN WESTERN INC. CRUDE OIL SPILL
COLORADO HIGHWAY 141 NEAR GATEWAY
MESA COUNTY, COLORADO

PROJECT NUMBER CO-11-02	PREPARED BY RLH	LMH ENVIRONMENTAL, INC.
REV. DATE 02/10/2012	REVIEWED BY RAM	

D:\2012 CAD\CO Gateway\Gateway Figure 02 - 100.gxd -- 02/27/2012 -- 04:27 PM -- Scale 1 : 1200.000

E12801 - New CANAPS Project
AutoResponseCANAPS
to:
Melissa Payan, Paul Peronard, Steven Way, Joni Sandoval, Mike Zimmerman, Curtis Kimbel
10/24/2011 03:01 PM
Hide Details
From: AutoResponseCANAPS@uscg.mil Sort List...

To: Melissa Payan/R8/USEPA/US@EPA, Paul Peronard/R8/USEPA/US@EPA, Steven Way/R8/USEPA/US@EPA, Joni Sandoval/R8/USEPA/US@EPA, Mike Zimmerman/R8/USEPA/US@EPA, Curtis Kimbel/R8/USEPA/US@EPA

CANAPS has processed a NEW OIL PROJECT NUMBER REQUEST. Below is all of the information entered by the requestor or calculated by CANAPS. This request has been processed. An official Coast Guard Messaging System (CGMS) message will be automatically generated.

Recipients are reminded that the issuance of this project number and ceiling does not in any way change the authorizations or restrictions in the instructions/gu procedures.

If you need to contact someone after business hours (Eastern Time), call the NPFC Case Management Duty Officer (CDO) at (202) 494-9118.

CANAPS Transaction Type:	NEW PROJECT
Project Number:	E12801
Project Date:	24 OCT 2011.
Incident Date:	24 OCT 2011.
Incident Name:	BASIN WESTERN - WEST - E12801
CG Cost Amount Requested:	No Data Entered
OSLTF/CERCLA Amount Requested:	$10,000.00
Total Amount Requested:	$10,000.00
Approved CG Cost Ceiling:	No Data Entered
Approved OSLTF/CERCLA Ceiling:	$10,000.00
Approved Total Ceiling:	$10,000.00
Action Commence Date:	24 OCT 2011.
Incident Location:	WHITEWATER
Incident State:	CO
Body of Water:	DOLORES RIVER
Source of Spill:	Facility
Vessel/Facility Name:	BASIN WESTERN - WEST
Vessel Type:	No Data Entered
Vessel Identification Number (VIN):	No Data Entered
Responsible Party:	No Data Entered
Type of Product Spilled:	Oil
Amount Spilled:	7000
Unit of Measure:	Gallons
Substantial Threat:	U
Potential Amount Spilled:	No Data Entered
Potential Amount Unit of	No Data Entered

Measure:	
Description of Substantial Threat:	SOMETIME AROUND NOON ON OCTOBER 24, 2011 A BASIN-WESTERN TANKER CARRYING APPROXIMATELY 7700 GALLONS
Project Long Name:	*No Data Entered*
Incident Description:	No Data Entered
FOSC Unit:	EPA Region 8
POC/FOSC Name:	STEVEN WAY
POC/FOSC Email:	WAY.STEVEN@EPA.GOV
POC/FOSC Phone:	(303)312-6723
POC/FOSC FAX:	No Data Entered
Requesting Unit:	EPA Region 8
Requestor Name:	MELISSA PAYAN
Requestor Phone:	(303)312-6511
Requestor Email Address(es)	PAYAN.MELISSA@EPA.GOV;PERONARD.PAUL@EPA.GOV;WAY.STEVEN@EPA.GOV;SANDOVAL.JONI@EPA.GOV;ZIMMERMAN.MIK
Case Officer Name:	Mr. Gregory Buie
Case Officer Phone:	(202)493-6729
Case Officer Cell Phone:	(202)494-9091
Case Officer FAX:	(202)493-6896
Case Officer Email:	Gregory.W.Buie@uscg.mil
Accounting String:	2/V/SZ/172/95/0/E12801/74100/XXXX
Document Control Number:	DD/12/46/2/V/XZ/YYY
Related CERCLA Project:	N
NRC Incident Number:	993452
MISLE Case/Activity Number:	No Data Entered
CGMS Message Reference:	PLEASE NAME THIS SITE BASIN WESTERN - WEST CREEK OIL SPILL. SPILL OCCURED APPROXIMATELY 41 MILES SW OF WHITE
Comments:	THE AREA WHERE THE SPILL OCCURRED IS QUITE REMOTE AND RUGGED. AS SUCH DIRECT CONTACT WITH THE RESPONDER THE SPILL RESPONSE ARE SECOND AND THIRD HAND. WITH THAT IN MIND, IT IS REPORTED THAT AN UNDER-FLOW DAM IS UN IS IN-PLACE DOWNSTREAM OF THE ACCIDENT. OSC STEVE WAY HAS BEEN DISPATCHED TO OVERSEE RESPONSE ACTIONS, A RESPONSE ACTIONS ARE TAKEN.

URS OPERATING SERVICES

1099 18TH STREET
SUITE 710
DENVER, COLORADO 80202-1908
TEL: (303) 291-8200
FAX: (303) 291-8296

December 6, 2011

Steve Way
U.S. Environmental Protection Agency, Region 8
Mail Code: 8EPR-ER
1595 Wynkoop Street
Denver, Colorado 80202-1129

SUBJECT: START 3, EPA Region 8, Contract No. EP-W-05-050, TDD No. 1111-02
Draft Trip Report, Basin Western, West Creek, Mesa County, Colorado

Dear Mr. Way:

Attached is one copy of the draft trip report describing activities conducted by START for the crude oil spill response in West Creek near Gateway, Mesa County, Colorado. Field activities were conducted from October 24 to November 4, 2011. This document is submitted for your review and comments.

If you have any questions, please call me at 303-291-8320.

Sincerely,

URS OPERATING SERVICES, INC.

Russ Nelson

cc: Charles W. Baker/UOS (w/o attachment)
File/UOS

EPA ACTION BLOCK

- (✓) Approved
- ( ) Approved, TDD to follow
- ( ) Approved as corrected
- ( ) Disapproved
- ( ) Review with _____
- ( ) Original to _____
- ( ) Copy to _____
- ( ) Reply envelope enclosed

12/9/11 _____
Date By

TRIP REPORT

OIL SPILL EMERGENCY RESPONSE
Gateway, Mesa County, Colorado

1.0 INTRODUCTION

URS Operating Services, Inc. (UOS) was tasked by the Environmental Protection Agency (EPA), under Superfund Technical Assessment and Response Team 3 (START) contract # EP-W-05-050, Technical Direction Document (TDD) No. 1111-02, to provide technical support to the Region 8 On-Scene Coordinator (OSC) in conjunction with an Emergency Response (ER) at a tanker truck oil spill east of Gateway, Mesa County, Colorado. Specifically, START was tasked to provide oversight and documentation of spill mitigation and remediation efforts to ensure response actions were protective of surface water and natural resources. Field activities followed the applicable UOS Technical Standard Operating Procedures (TSOPs) and the Emergency Response Program generic Quality Assurance Project Plan.

The spill site is located 17 miles northeast of Gateway and 36 miles southwest of Grand Junction near mile marker 128 on Highway 141 in Mesa County, Colorado (Figure 1). West Creek which was impacted by the spill is a tributary to Bear Creek which flows into the Dolores River near Gateway, Colorado.

Site activities performed by START were conducted from October 25 through November 4, 2011, and included photo and written documentation of remedial activities.

2.0 BACKGROUND

Monday, October 24, 2011

At mid-day on October 24, 2011 a tanker truck owned by Basin Western, Inc. was hauling approximately 7,700 gallons of crude oil and heading northbound on Highway 141. It impacted the guardrail near mile marker 128, breaking through it and sliding down the steep embankment on its side. The tank ruptured and released approximately 4,000 gallons of crude oil on to an upland slope at the toe of the embankment. The crude oil flowed down the slope and into a small shallow depression populated with wetland vegetation and finally into West Creek. The wetland and West Creek lie adjacent to each other and are separated by a low dike with a small outfall into West Creek. The property owner of the land impacted by the crude oil spill later stated that the shallow depression was historically used as a fish pond which

had since filled with sediment and vegetation. OSC Steve Way was dispatched to oversee the responsible party's (RP) response.

The remaining crude oil in the tanker was off-loaded at approximately 2200, access to the spill site and to the area immediately down slope were somewhat restricted by the wreckage and operations to remove it until approximately 2300 when it was finally cleared from the site. The containment actions up to this point in time were limited to sorbent boom placed by the Grand Junction Fire Department (GJFD) at several locations downstream. The GJFD left the scene and "handed-off" the response to the RP's insurance agent.

Tuesday, October 25, 2011

The contractor tasked with the cleanup by the RP's insurance agent was Storage Tank Technology, Inc. (STTI). STTI arrived with 2 laborers and sorbent boom at approximately 0830. The OSC determined the containment and recovery equipment provided by STTI was inadequate due to the magnitude of the release. STTI was told by the OSC, that an excavator, pumps, liquid storage tanks and hard containment boom were needed to effectively contain and recover the crude oil migrating into West Creek from the wetland area. The OSC directed STTI to use what materials they had available to restrict migration downstream and divert and collect oil on the water to points where removal was feasible.

By late afternoon, CDOW fisheries staff assessed the creek for fish health and found low mortality, wildlife impacts appeared to be minimal too. Additional equipment arrived at the site; a 2" trash pump and 500 gallon storage tank provided by the Colorado Department of Wildlife (CDOW) and a small excavator owned and operated by M & M Excavating, Inc. (MM). MM was a sub-contractor to STTI during the remedial activity. MM constructed a diversion trench within the wetland area below the spill, re-enforced the dike between the wetland area and West Creek and constructed a containment pit with on the shore line of West Creek. The containment pit had raised sides elevated above the water line of West Creek which were re-enforced with sand bags and plastic so that any crude oil seeping from the wetland area would be captured in it while preventing further migration of the crude oil into West Creek. Full containment of the spill site was established at the wetland area and the containment pit. Crude oil which had migrated into West Creek prior to its containment was entrained in shoreline vegetation, trapped in backwater eddies and finally contained at a beaver dam located approximately 500 feet downstream of the spill site. Sorbent booms were placed along the face of the dam and a vacuum truck was used to remove the accumulated oil. One load of oil/water mixture or approximately 70 barrels was recovered by 1830. The containment pit was effectively capturing and retaining the crude oil from entering West Creek, but

STTI was unable to recover it at this time due to equipment malfunctions. Oil collection and recovery efforts are continuing.

The EPA initiated a START ER at approximately 15:30 on October 25. START member Russ Nelson mobilized to Grand Junction, Colorado. While en-route, the OSC briefed START over the phone with all of the site activity up to this time. The OSC departed the site en-route to Denver, Colorado.

Wednesday, October 26, 2011

START arrived on site at 7:45 on October 26 and met with Ray Muldrew of LMH Environmental, Inc. (LMH), the environmental response contractor for Great West Casualty Company. Great West Casualty Company insured the company that owned the tanker truck. Muldrew briefed START on remediation actions to date. START reconnoitered the affected area between the impact site and a beaver pond that was acting as a natural catchment for released product. START observed that the increased stream flow from recent precipitation pushed trapped product past absorbent booms at the lower beaver ponds and notified Muldrew. Muldrew directed subcontractor (STTI) to deploy additional absorbent booms downstream of the lower beaver pond. In order to access the lower beaver pond so that the trapped oil could be removed, approval was requested from the landowner to traverse the pasture which abutted the beaver pond. The landowner approved the use of gravel on the pasture so that a road could be constructed allowing the heavy vacuum trucks better traction. A vacuum truck from Knowles Enterprises, Inc. began removing product captured at the lower beaver pond where absorbent booms were deployed.

STTI and their subcontractor, M & M Excavating, Inc. (MM), began using gas-powered leaf blowers to physically move the floating crude oil across the water surface and out of the remote areas. The crude oil then migrated downstream into the absorbent booms where it was vacuumed up and collected in a 70-barrel tanker truck. A small manmade dike located upstream from the collection point was opened to allow for movement of floating crude oil downstream. The same gas powered leaf blowers were used to push the crude oil down the creek to the lower beaver pond. At approximately 16:00, a skirted containment boom which was ordered in place by the OSC October 25, 2011 was deployed at the lower beaver pond while additional absorbent booms were deployed in front of it to prevent further downstream contamination. By end of the day 2.5 vacuum truckloads of water and oil had been removed. Each truckload was approximately 70 barrels in volume. All of the saturated absorbent booms were replaced with new absorbent booms.

Thursday, October 27, 2011

At 8:00 on October 27, START met with Muldrew from LMH and Ryan Kyle from STTI to discuss OSC Way's directive to create a deeper interceptor trench in the wetland area in an attempt to capture the crude oil before it seeped into the containment pit on the shoreline of West Creek. LMH and STTI agreed to the details of the plan. START reported the plan to OSC Paul Peronard by phone, who gave approval for the plan relative to concerns about wetland requirements of the Clean Water Act Section 404.

At 10:30, a 330 excavator arrived and began excavation of the interceptor trenches. An existing interceptor trench, constructed prior to START's arrival on the site, was dug deeper between the wetland area where most of the spilled crude oil was entrained and West Creek. A second interceptor trench was dug at the toe of the highway embankment and perpendicular to the perceived flow in anticipation of future flushing operations meant to move the spilled crude oil from the rocks along the highway embankment. It was meant to capture the water and oil as it flowed out of the rocks.

At 12:00, Alan Kraus from the Bureau of Land Management (BLM) briefly visited the site. START escorted Kraus on a tour of the site and briefed him on remediation efforts to date.

START directed STTI to mobilize crews downstream of the lower beaver pond with absorbent pads and 5-gallon buckets in order to mop up any crude oil that had accumulated in the streamside eddies and backwaters. There were no significant quantities observed by the cleanup crews; where small quantities had accumulated, they were absorbed by the pads, which were placed in the buckets and disposed of.

A 120-barrel vacuum truck was filled with water and crude oil captured by the wetland interceptor trench and the streamside interceptor pit that was also constructed prior to START's arrival on site. The pit was effectively trapping any additional crude oil from migrating into West Creek. Muldrew from LMH and Brett Redd from STTI relayed their plan to excavate the surface of wetland area in order to remove all of soils saturated with crude oil. START indicated they should check the Federal Wetland Registry and contact the Fish & Game Service to see if the area is listed prior to doing excavating.

START observed a crude oil and water seep near the bottom of the containment pit that appeared to be migrating from the wetland area and determined the pit walls needed reinforcing. Additional sandbags and plastic were placed on the creekside dike. Observations suggested that the seepage rate would not pose further creek contamination before vacuum trucks returned the following morning. One 120-barrel vacuum truck was filled and a second truck partially filled with recovered oil and water from the recovery

trench in the wetland area. All of the saturated absorbent booms were replaced with new absorbent booms.

Friday, October 28, 2011

STTI crews modified the interceptor trench in the wetland area by adding a below grade sump at the end closest to the pumping operations. The sump was placed deeper than the trench and collected water and crude oil via gravity from the wetland area. A 20,000-gallon Frac Tank arrived on site, and the crude oil and water seepage gathered in the sump was pumped into the tank. Research into the Federal Wetland Registry revealed that the affected area is listed as a protected wetland. START directed STTI to perform a wetland inventory to include photos and a physical description of the area and vegetation.

START Nelson called OSC Peronard and explained the need to excavate the wetland in order to effectively remove the soils that were saturated with crude oil. OSC Peronard gave verbal and written approval by email for removal of contaminated wetland soil. START member Jamie Miller arrived onsite at 13:45 and replaced Russ Nelson. The excavated area was dewatered throughout the afternoon, START noted groundwater recharge was very slow. All of the saturated absorbent booms were replaced with new absorbent booms

Saturday, October 29, 2011

Muldrew from LMH reported to START that they received email confirmation from OSC Peronard granting permission to excavate the wetland as part of contaminated soil removal plan. Dump trucks were not available at this point, so the excavator began removing contaminated soil and stockpiling it for removal on October 31 when trucks were anticipated to arrive. Soil was stockpiled to allow for drying until trucks arrived to haul it away. A pit was developed and graded to capture seepage and groundwater from the soil stockpiles. LMH informed START that the flush and capture of product from rocks on the slope of the accident site was planned for November 2.

STTI crews worked their way upstream replacing absorbent booms as they advanced. START reconnoitered the creek and noted small pockets of floating crude oil as well as active fish. Observed product areas were reported to STTI. Redd from STTI indicated that they would not be working over the weekend, only dewatering as required. START demobilized to Denver. All of the saturated absorbent booms were replaced with new absorbent booms

Sunday, October 31, 2011

START member Maitland Walker mobilized from Denver and arrived on site at 1:30 p.m. Shad Johnson from STTI briefed START on the current cleanup operations and plan. Muldrew from LMH arrived shortly thereafter and gave START a tour of the site. At time of START's arrival, excavation equipment was idle while crew waited for the dump trucks to return. The vacuum truck located at the lower beaver pond was mechanically disabled and was waiting for a replacement fan belt.

At approximately 14:30, dump trucks arrived and were loaded with contaminated soil that had been stockpiled. Johnson reported that contaminated water and soil was being taken to a wastewater treatment plant near Naturita, Colorado, 70 miles away, which resulted in long periods between truck arrivals. The part for the vacuum truck arrived and it was repaired. The vacuum truck was maneuvered to empty the Frac Tank at the source point operational area.

START inspected West Creek to assess the effectiveness of the cleanup efforts. No crude oil or sheen was observed on the water's surface. At this time, the signs of crude oil contamination and staining were limited only to the shoreline vegetation. The crude oil staining was observed at the high water mark on the vegetation due to the earlier rainfall that increased the volume and flow rate of the creek. Large fish were observed swimming in the creek.

By the end of the day, Muldrew reported that 13 trucks had hauled approximately 250 cubic yards of contaminated soil, and 5 vacuum truckloads of water from the beaver pond collection point and the Frac Tank had been removed. Due to the sloping topography where the vacuum trucks were parked, filling the trucks with 120 barrels was not possible. Based upon visual observation of tank volumes, Muldrew estimated around 70 to 80 barrels of water and crude oil were removed per truckload. All of the saturated absorbent booms were replaced with new absorbent booms

Monday, November 1, 2011

Contaminated soil removal using excavators and dump trucks continued. At the start of the day, approximately 8 inches of standing water was observed in excavated area. It appeared to have entered the excavation area via natural routes from beneath the highway during the night.

START met with Muldrew and inspected the beaver pond collection area. The absorbent booms were stained and in need of replacement. Oil sheen was still visible on the water's surface. Muldrew described his plan for getting a Colorado Department of Transportation (CDOT) encroachment permit to allow for

the removal of the temporary roadside barrier in order to flush the crude oil from the roadside slope. Kevin Duckett from the Colorado Division of Wildlife (CDOW) returned to check on progress. Muldrew briefed him on the remediation progress.

START member Walker conferred with START project leader Nelson on the anticipated sampling plan that would confirm the removal of the contaminated soils via laboratory analysis. A second plan was also devised in the interim, which entailed a physical inspection of the soils and surface water for visible crude oil. The cleanup crew used a mini-excavator to create a shallow drain trench parallel to the riprap slope beneath the tanker impact site below Highway 141. On November 3, contaminated flush water would be captured and directed into the plastic-lined interceptor trench.

By the end of the day most of the contaminated soil had been removed from the wetland area. Muldrew estimated a total of 500 cubic yards had been removed for treatment. All of the saturated absorbent booms were replaced with new absorbent booms.

Tuesday, November 2, 2011

Overnight precipitation left approximately 1 to 2 inches of snow on the ground. Snow cover delayed STTI's planned removal of stained vegetation along the creek by crew members until November 3. STTI crew members took measurements in preparation for slope flushing operations scheduled for November 3 and then departed to pick up equipment. No further work was completed.

START corresponded with OSC Peronard by email, and he indicated that sampling and analysis were not required for this project. Walker conferred with project manager Nelson regarding visual verification of select samples for cleanup confirmation. All of the saturated absorbent booms were replaced with new absorbent booms.

Wednesday, November 3, 2011

STTI crew lined the interceptor trench with plastic in preparation for slope flushing operation. The crew spent approximately 1 hour flushing the riprap slope with 2,000 gallons of warm water in order to mobilize trapped crude oil within the rocks. No drainage was observed during this flushing process. STTI crew then mixed a 10 percent MicroBlaze solution with warm water and used a pneumatic diaphragm pump to dispense 500 gallons of the solution onto the riprap. The solution contained a mild detergent, which when sprayed on the rocks noticeably reduced the discoloration of the rocks.

Barb Osmundson from Fish and Wildlife Service (FWS) arrived with Steve Moore from the U.S. Army Corp of Engineers (USACE). START, Muldrew, and Johnson took them on a site tour and discussed FWS remediation requirements. Osmundson indicated that the decision to backfill the excavated area or leave it a pond would be made by the landowner. Osmundson gave instructions to Muldrew regarding revegetation. She indicated that if the pond was to be backfilled, FWS required a wetland environment be restored with plantings similar to the vegetation removed. She specifically mentioned cattails and willows, which were two of the predominant plants before remediation. Muldrew agreed to this plan and commented that STTI had completed a wetland plant inventory prior to remediation efforts. Both parties agreed it was likely that the replanting would take place in the spring. Moore agreed to send details on these requirements in an email at Muldrew's request.

The landowner arrived later in the afternoon to discuss his options for backfilling or retaining the pond per FWS. He indicated he would like to leave the pond open and not backfill it. He also expressed his desire for revegetation plans to exclude cattails and willows, which he indicated were nuisance plants that they sprayed herbicides in order to remove.

Near the end of the day, Muldrew, Johnson, and START took surface soil samples from the excavated area as a means of confirmation of remediation. Four samples were obtained using a shovel. Total depth of samples was estimated to be 12 to 18 inches below ground surface (bgs). Two samples were dry and two were wet. Of the four samples, only one sample showed evidence of contamination; soil was black in color with a plastic texture and smelled strongly of petroleum. LMH developed a plan to excavate deeper in the area identified during sampling.

Thursday, November 4, 2011

By midmorning the large excavator had removed and stockpiled the additional soil identified on November 3. Gravel was observed in some of the removed soil, suggesting a layer of riverbed sediment had been reached beyond the organic layers. The mini-excavator continued removing contaminated topsoil in the area of the tanker wreck and down to the excavated pond. Dump trucks continued to haul away contaminated soil throughout the day. The excavated pond had been mostly dewatered, and several vacuum trucks had arrived to remove the collected volume from the Frac Tank.

At approximately 10:00, START, Muldrew, and Johnson took several more confirmation samples. Excavators were used in obtaining three shallow grab samples in areas identified as possibly containing contamination. Johnson used a shovel to acquire a mid-bucket soil sample from each location. All three

samples were of a different soil matrix than the samples taken on November 3. The estimated depth of the samples was 1.5 to 2.25 feet bgs. Each consisted largely of moist clayey sand with trace organic material. None of the samples showed evidence of contamination.

START gave approval of contaminated soil removal efforts and conducted a final site tour prior to demobilizing. A final walkthrough along the creek concluded at the beaver pond collection area. The STTI crew reported that continued flushing efforts yielded no additional crude oil or sheen. STTI crew members commented that small areas of crude oil that they were able to identify had begun to weather and disintegrate, making capture efforts impossible. Absorbent booms were changed out one final time. START took final site photos and then demobilized to Denver.

3.0 FINAL REMEDIATION EFFORTS

In communications following START's site visit, Redd from STTI reported that the volume of soil removed from the wetland area and the wreck site totaled 1,016 cubic yards. A total liquid volume of 2,285 barrels was collected, of which 210 barrels originated from the beaver pond collection area. Redd also reported that the disposal company was able to separate the oil from the water on the first two days of pumping at the beaver pond. They recovered 15 barrels of oil from the first truck load but subsequent truckloads did not contain high enough oil concentrations for the separation process.

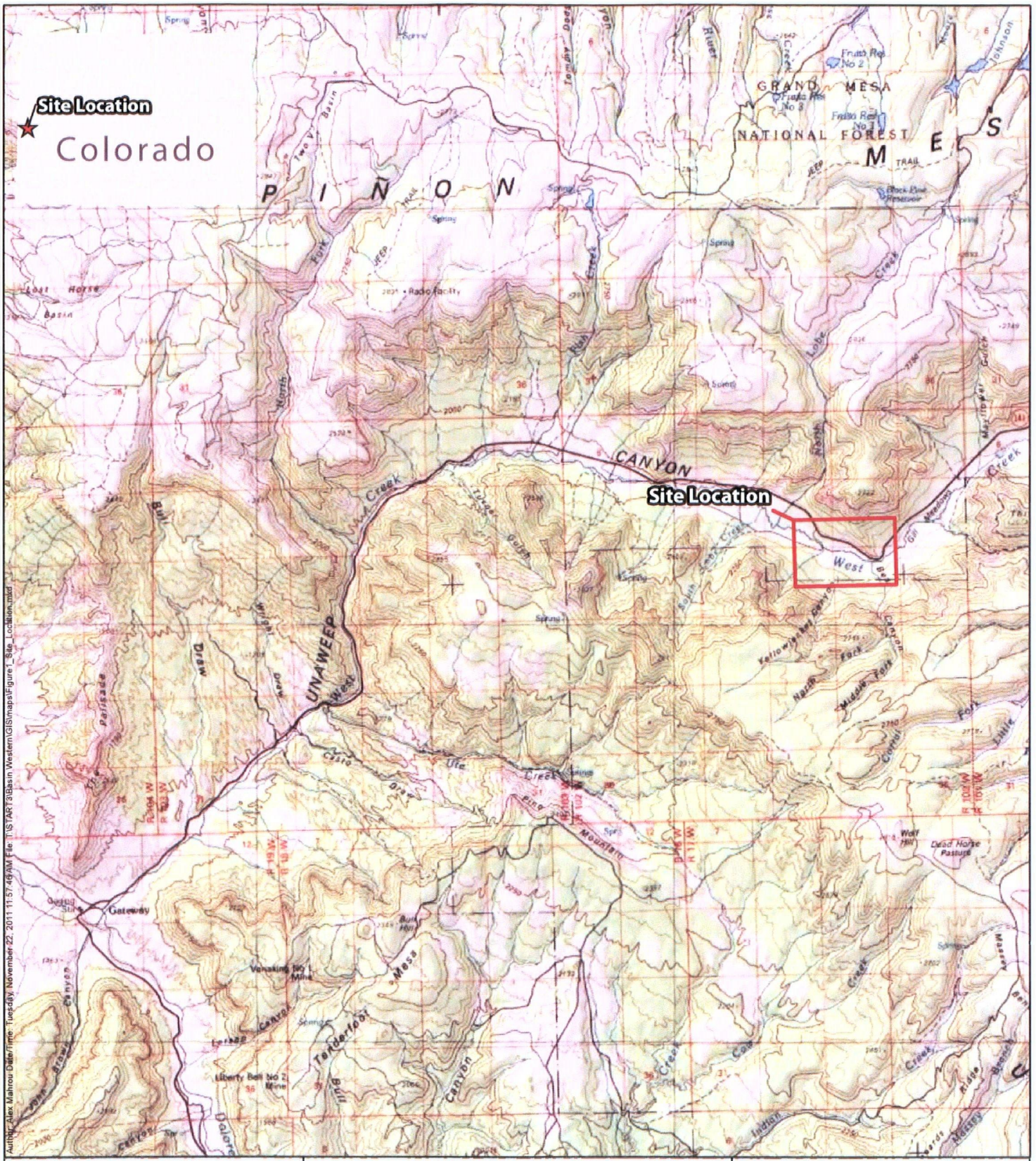
Muldrew from LMH reported that final grading operations were completed on November 11. Straw wattle soil erosion barriers were placed on the slopes on November 16, and a Dryland Pasture seed mix was applied as interim vegetation. Revegetation is planned for spring of 2012.

Per USACE and FWS remediation requirements, LMH must still provide a restoration plan that outlines the landowner's choice to maintain an open impoundment of water and the planting of pre-oil spill-type plants. The restoration plan will detail areas that will be revegetated, and the quantity and species of plants, as well as planting density. The plan will also provide cross-sectional details of the pond to indicate depth relative to water surface, monitoring guidelines, and a contingency plan in the event initial restoration fails.

Site photos are provided in Appendix A.

4.0 SAMPLING AND ANALYSIS

Soils in the excavated areas were visually screened by START for the presence or absence of oil sheen as a means to verify cleanup efforts. No analytical data or field samples were collected by START. Reportedly, STTI collected post removal confirmation soil samples from the excavated areas on and around the impacted areas at the spill site. Three samples were collected from the wetland area after excavation, and one sample was collected from the upper excavation area where the tanker released the crude oil. According to STTI, all samples are below detection limits for Diesel Range Organics (DRO). Additional samples were analyzed by EPA Method 8260; the results of this analysis have not been received by STTI as of the writing of this report.



Projection System:
NAD 1983 UTM Zone 12N

1 inch = 10,000 feet Page Size: 8.5 x 11

Miles
0 1 2 4
N

TDD Title: **Basin Western**

Figure: 1

Figure Title: Site Location Map
TDD County: MESA
TDD State: CO

TDD: 1111-02
Date: 11/2011

Sources:
US Topo

URS
OPERATING SERVICES

Projection System:
NAD 1983 UTM Zone 13N

1 inch = 200 feet

Page Size: 11x17

Feet
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TDD Title: **Basin Western**

Figure: 2

Figure Title: Site Details Map

TDD County: MESA TDD: 1111-02

TDD State: CO Date: 11/2011

Sources:
Esri World Imagery
Field Observations

URS OPERATING SERVICES

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

Author: Alex Mahrou Date/Time: Tuesday, November 22, 2011 11:43:22 AM File: T:\START3\Basin Western\GIS\maps\Figure2_Site_Details.mxd

APPENDIX A

Photolog

PHOTO 1

The wreckage of the tanker on the embankment of Highway 141at MM 128 near Gateway, Colorado. More than half of the contents were released in the crash. Photo by LMH Ray Muldrew.

PHOTO 2

Crude oil released into the wetland adjacent to the highway. The green cast to the water is the raw product coating the surface.

PHOTO 3
Initial containment pit created on north side of West Creek. First stages of dewatering and raw product removal began here.

PHOTO 4
Absorbent booms were deployed across a downstream beaver pond to capture waterborne product. STTI crew seen using the booms and dewatering pump to capture product.

PHOTO 5
An example of the absorbent booms deployed across West Creek downstream from the beaver dam.

PHOTO 6
The first interceptor trench downslope from the impact site. Suction hose for dewatering operations is deployed. West Creek is off-camera to the left. Highway 141 is up and right.

PHOTO 7

Looking downslope from impact site, the excavator is shoring up the dike between the interceptor trench in the wetland and West Creek; located on the far side of the erosion barrier.

PHOTO 8

STTI crews walked the streams, flushing vegetation and eddies down to this beaver pond, which served as a catchment where product was gathered by hand and by vacuum truck. Absorbent and skirted containment booms seen here.

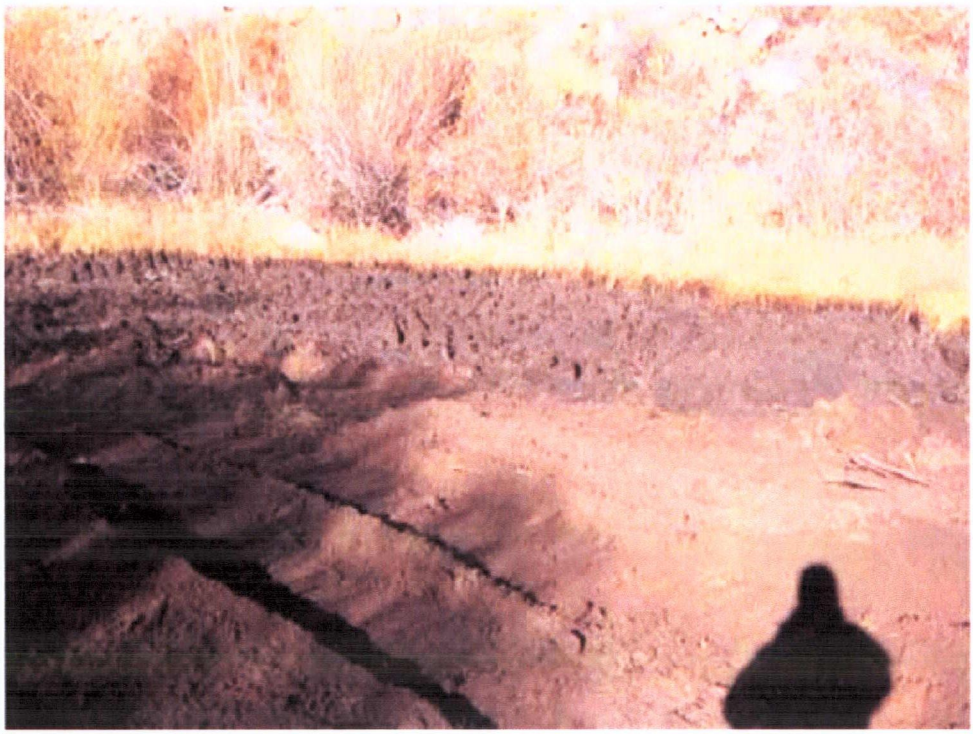


PHOTO 9
Further excavation of the wetland downslope from the impact site. The darker soil is contaminated with oil to a depth of approximately 1.5 feet.

PHOTO 10
An erosion barrier strengthened by sandbags and clay-packed sand to prevent contaminated groundwater seepage from entering West Creek. This replaced the containment pit seen in Photo 3.

PHOTO 11
The lower beaver pond 5 days after the wreck. STTI crews replacing saturated absorbent booms.

PHOTO 12
A second interceptor trench immediately below Highway 141. Impact site is visible on right side. Soil staining was seen as deep as 1 foot below ground surface (bgs) but extended only half the width of trench.

PHOTO 13
Excavators have removed most of contaminated soil and stockpiled it for removal and treatment. Frac tank (red) visible in background used to store oil/water pumped from the excavated soils.

PHOTO 14
View of tanker impact site (brown vegetation) from Highway 141. Product leaked from tanker and flowed downhill to the right into the wetland.

PHOTO 15
View of soil removal progress from rock outcrop near Hwy 141. Groundwater seepage can be seen infiltrating excavation area from under Hwy 141 embankment to the left.

PHOTO 16
Shallow trench created to direct drainage from slope flushing operation into plastic lined trench. Impact site visible near oil-stained bushes near photo center.

PHOTO 17
Continued groundwater seepage into excavation created small isolated sheens but acted as a visual indicator for contaminated soil.

PHOTO 18
Edge of excavation near highway embankment, which showed signs of soil contamination as in Photo 17.

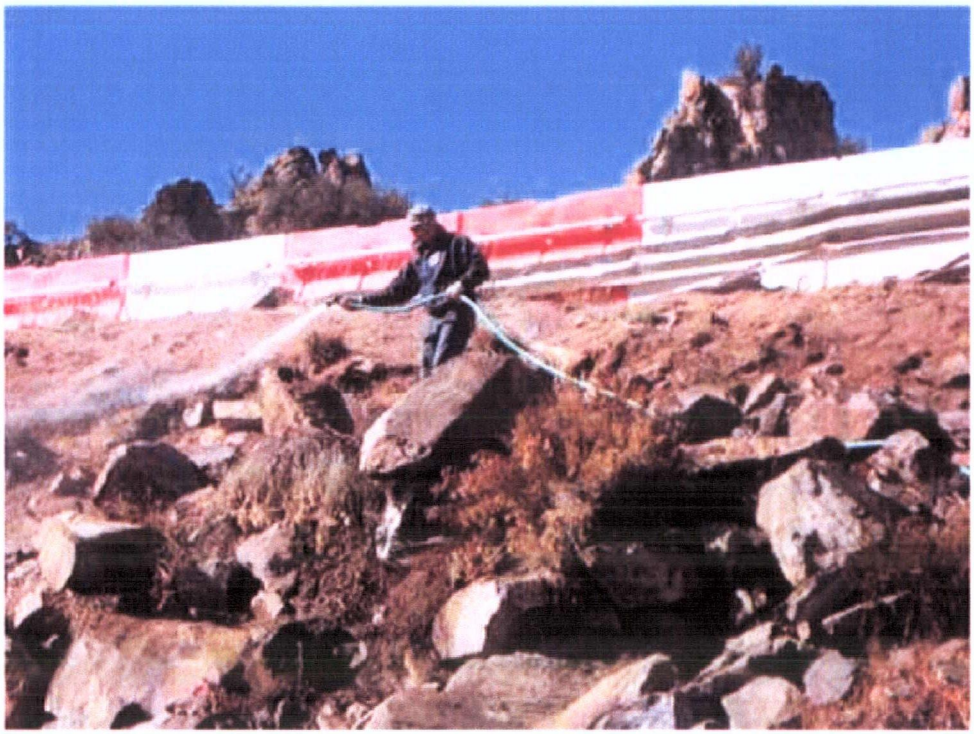


PHOTO 19
STTI Crew using 10 percent solution of MicroBlaze and warm water to treat areas of embankment that could not be removed per CDOT.

PHOTO 20
Mini-excavator removing contaminated soil at impact site.

PHOTO 21
Excavator taking grab sample for visual confirmation of oil removal. Water visible in excavation is groundwater seepage.

PHOTO 22
STTI Environmental Specialist using shovel to collect a mid-bucket sample for observation.

PHOTO 23
A closer view of soil removed from area sampled. Estimated depth is 1.5 to 2 feet bgs. No visible staining or sheen.

PHOTO 24
Close up of sample collected in Photo 21. Inspection of the clayey sandy soil showed no visual evidence of contamination.

PHOTO 25
Second location of sampling, western edge of contaminated soil area.

PHOTO 26
Second confirmation sample. Friable clayey sand shows no visible evidence of contamination.

PHOTO 27
Location of third confirmation sample, area where groundwater is likely to flow toward West Creek due to topography.

PHOTO 28
Third confirmation sample. Friable sandy soil shows no visual evidence of contamination.

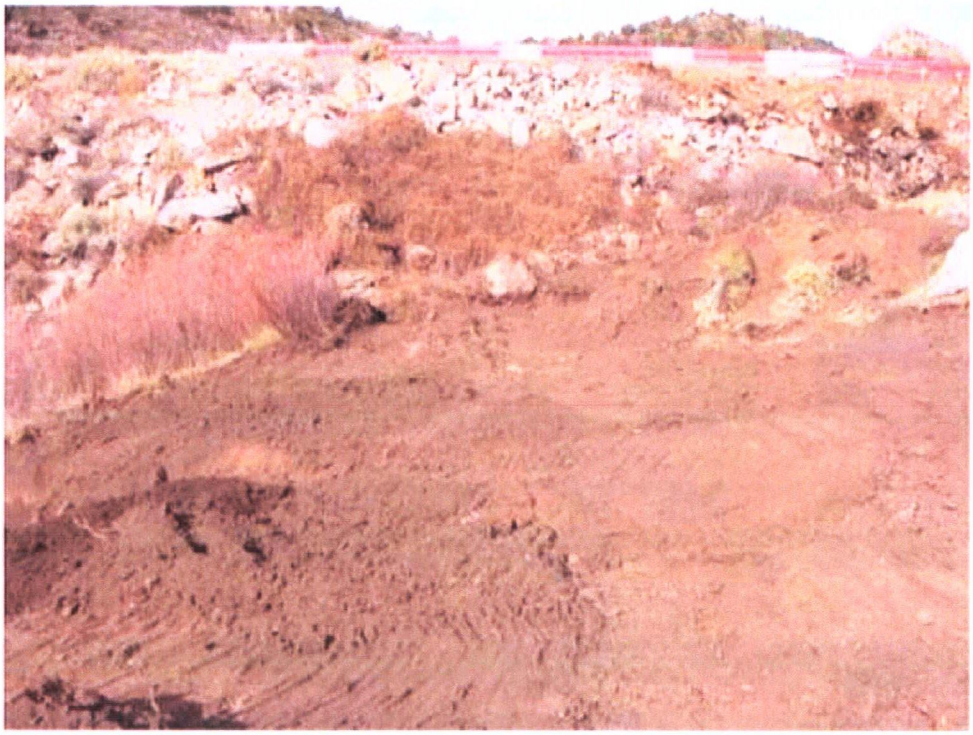


PHOTO 29
Contaminated topsoil being removed from impact site down to wetland. Depth of soil removal determined by crude oil staining soil ranged from 1.0 to 1.5 feet bgs.

PHOTO 30
Closer photo of soil removal at impact site. Crude oil staining is visible at the toe of the highway embankment where large bucket excavator could not access.

PHOTO 31
View of beaver pond originally used for product collection. No floating crude oil observed and booms no longer staining.

PHOTO 32
View of cleanup efforts from rock outcrop near Hwy 141. Total area of excavation can be seen. Water visible in pond area is groundwater seepage from under highway embankment.

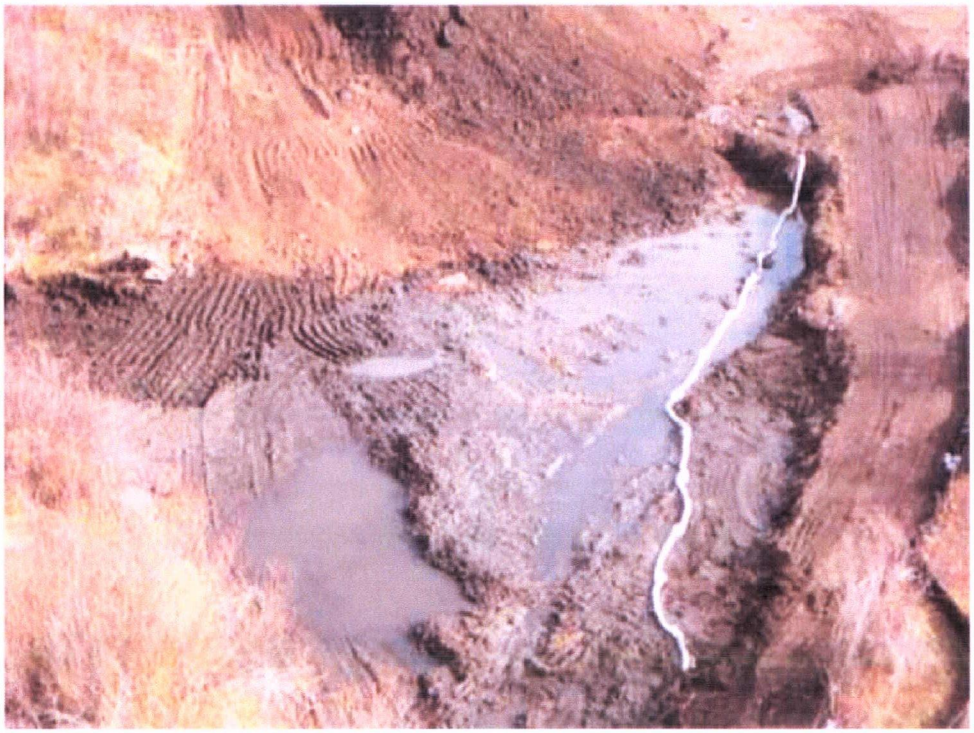


PHOTO 33
Closer view of excavation from rock outcrop near Hwy 141. Dark soil is organic layer saturated with groundwater.

PHOTO 34
View of topsoil removal at impact site. Darker colored contaminated soil is being staged for removal on plastic sheeting.

PHOTO 35
Re-grading and slope improvement efforts after contaminated soil removal efforts.
Photo by STTI Brett Redd.

PHOTO 36
View of packed earth berm with spillway installed for pond high water conditions.
Photo by STTI Brett Redd.

PHOTO 37
Final site grading with straw wattles for erosion prevention. The bare surface was then seeded with native grasses. View from Highway 141 looking SE.

Submit Action Report | Spill Summary Report

NATIONAL RESPONSE CENTER 1-800-424-8802
GOVERNMENT USE ONLYGOVERNMENT USE ONLY***
Information released to a third party shall comply with any
applicable federal and/or state Freedom of Information and Privacy Laws

Incident Report # 993440

INCIDENT DESCRIPTION

*Report taken by: MST2 JAQUELINE ARSENAULT at 14:43 on 24-OCT-11
Incident Type: MOBILE
Incident Cause: TRANSPORT ACCIDENT
Affected Area: WEST CREEK
Incident was discovered on 24-OCT-11 at 11:16 local incident time.
Affected Medium: WATER LAND / THREATENING WEST CREEK

REPORTING PARTY

Name: GLEN KLAICH
Organization: MESA COUNTY DISPATCH

GRAND JUNCTION, CO

PRIMARY Phone: (970)2426707
Type of Organization: LOCAL GOVERNMENT

SUSPECTED RESPONSIBLE PARTY

Name: MARCUS UNKNOWN
Organization: BASIN WESTERN

PRIMARY Phone: (970)2433459
Type of Organization: PRIVATE ENTERPRISE

INCIDENT LOCATION

County: MESA

City: GATEWAY State: CO
CO HWY 141, MILE 128

RELEASED MATERIAL(S)

CHRIS Code: OIL Official Material Name: OIL: CRUDE
Also Known As:
Qty Released: 6000 GALLON(S) Qty in Water: 0 UNKNOWN AMOUNT

DESCRIPTION OF INCIDENT

A TANKER TRUCK ROLLED OVER. THE CARGO TANK IS LEAKING CRUDE OIL. CALLER IS NOT AWARE OF ANY RELEASE OF ANY OTHER VEHICLE FLUIDS. THE CARGO IS THREATENING A LOCAL CREEK, BUT HADN'T IMPACTED THE CREEK AT TIME OF CALL.

SENSITIVE INFORMATION

INCIDENT DETAILS

Road Mile Marker: 128
Length of Service Disruption:
Airbag Deployed: NO

---WATER INFORMATION---
Body of Water: WEST CREEK
Tributary of: LITTLE DOLORES RIVER
Nearest River Mile Marker:
Water Supply Contaminated: UNKNOWN

---MOBILE INFORMATION---
Vehicle Type: TANKER TRUCK
Vehicle Number: UNKNOWN
Trailer/Tanker Number: UNKNOWN TANK #
Vehicle Fuel Capacity:
Cargo Capacity: 7700 GALLON(S)
Cargo On Board: 7700 GALLON(S)
Hazmat Carrier: YES
Carrier Licensed: UNKNOWN
Suspected Non Compliance: NO

IMPACT

Fire Involved: NO Fire Extinguished: UNKNOWN
INJURIES: YES 1 Hospitalized: 1 Empl/Crew: 0 Passenger: 0
FATALITIES: NO Empl/Crew: Passenger: Occupant:
EVACUATIONS: NO Who Evacuated: Radius/Area:
Damages: NO

Closure Type	Description of Closure	Hours Closed	Direction of Closure
Air: N			
Road: N			Major Artery: N
Waterway: N			
Track: N			

Passengers Transferred: NO
Environmental Impact: NO
Media Interest: NONE Community Impact due to Material:

REMEDIAL ACTIONS

THE LOCAL HAZMAT TEAM AND FIRE DEPARTMENT ARE ON SCENE; RESPONSIBLE PARTY REPRESENTATIVES ARE ON SCENE FOR CLEANUP; DRIVE IS BEING TRANSPORTED TO THE HOSPITAL - EXTENT OF INJURIES LISTED AS "MINOR".
Release Secured: UNKNOWN
Release Rate:
Estimated Release Duration:

WEATHER

Weather: SUNNY, 50□F

ADDITIONAL AGENCIES NOTIFIED

Federal: NONE
State/Local: FIRE DEPARTMENT
State/Local On Scene: FIRE DEPARTMENT/HAZMAT
State Agency Number: FD 2011-065

NOTIFICATIONS BY NRC

ATLANTIC STRIKE TEAM (MAIN OFFICE)
24-OCT-11 14:57 (609)7240008
CGIS RAO ST. LOUIS (COMMAND CENTER)
24-OCT-11 14:57 (314)2692420
CO DEPT OF HEALTH AND ENVIRONMENT (MAIN OFFICE)
24-OCT-11 14:57 (877)5185608
COLORADO INFO ANALYSIS CENTER (FUSION CENTER)
24-OCT-11 14:57 (720)8526705
DHS PROTECTIVE SECURITY ADVISOR (PSA DESK)
24-OCT-11 14:57 (703)2355724
DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)
24-OCT-11 14:57 (202)3661863
U.S. EPA VIII (MAIN OFFICE)
(303)2931788
FEDERAL MOTOR CARRIER SAFETY ADMIN (MAIN OFFICE)

24-OCT-11 14:57 (202)3665373
NE INFORMATION ANALYSIS CENTER (MAIN OFFICE)
24-OCT-11 14:57
NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)
24-OCT-11 14:57 (202)2829201
NOAA RPTS FOR CO (MAIN OFFICE)
24-OCT-11 14:57 (206)5264911
NTSB HIGHWAY (MAIN OFFICE)
24-OCT-11 14:57 (202)3146293
PACIFIC STRIKE TEAM (MAIN OFFICE)
24-OCT-11 14:57 (415)8833311
CO OIL & GAS CONSERVATION COMM (MAIN OFFICE)
24-OCT-11 14:57 (303)8942100
DOI/OEPC DENVER (MAIN OFFICE)
24-OCT-11 14:57 (303)4452500

ADDITIONAL INFORMATION

THE COUNTY EMERGENCY MANAGER IS AWARE OF THE SITUATION. THE ROAD HAS REMAINED OPEN TO REGULAR TRAFFIC DURING THIS INCIDENT.

*** END INCIDENT REPORT # 993440 ***
Report any problems by calling 1-800-424-8802
PLEASE VISIT OUR WEB SITE AT http://www.nrc.uscg.mil

Close Window

EPA

U.S. EPA
999 18th Street, Suite 500
Denver, CO 80202

START3
Technical Direction Document

Opa Fund Access (Task Order #0005)
URS Operating Services

TDD #: TO-1111-02
Amendment#:A
Contract: EP-W-05-050

! = required field ☐ Moved To EAS

TDD Name:	Basin Western	! Period:	Option Period 2
! Purpose:	Change Period of Performance, Set/Revise Expenditure Limit	Verbal Date:	
! Priority:	High	! Start Date:	11/09/2011
Overtime:		! Completion Date:	02/29/2012
! Funding Category:	OPA Fund Access	Invoice Unit:	
! Project/Site Name:	Basin Western	WorkArea:	Removal/Response Activities
Project Address:	West Creek (Highway 141 Crude Oil Soill)	Activity:	CERCLA PRP Oversight
County:	Mesa	Work Area Code:	
City, State:	CO,	Activity Code:	BB
Zip:		EMERGENCY CODE:	☐ KAT ☐ RIT
! SSID:	Z8E8	FPN:	
CERCLIS:		Performance Based:	No
Operable Unit:			

Authorized TDD Ceiling:	Cost/Fee	LOE (Hours)
Previous Action(s):	$8,000.00	100.0
This Action:	$6,500.00	60.0
New Total:	$14,500.00	160.0

Specific Elements

Description of Work:

Extend completion date from 12/30/11 to 02/29/12, and revise budget/LOE to reflect actual response costs. Additional funding is necessary because the duration of the response was uncertain at the time of the spill. Additional time onsite was required to monitor the RP cleanup and time was required complete the reporting. TDD should now be closed out.

Section

Comments:
: Steve Way Date: 01/26/2012
Phone #:
Co-WAMs:

Project Officer Section
PO Comments:
Project Officer: Joni Sandoval Date: 01/26/2012

Contracting Officer Section
Contracting Officer Comments:
Contracting Officer: Maria Houston Date: 01/26/2012

Contractor Section
Contractor Comments:

Tanker crash spills crude oil into creek

By PAUL SHOCKLEY
Paul.Shockley@gjsentinel.com

Thousands of gallons of crude oil spilled near a creek off Colorado Highway 141 on Monday when a semi-trailer careened off the roadway, triggering responses from local, state and federal agencies.

The semi, including a tanker owned by Roosevelt, Utah-based Basin Western Inc., was headed north on Highway 141, approximately 10 miles north of Gateway, before crashing through a guardrail and rolling on its right side down an embankment, State Trooper Nate Reid said.

Speed was a likely factor in the crash and the driver faces a pending careless driving charge, Reid said. The driver wasn't immediately identified.

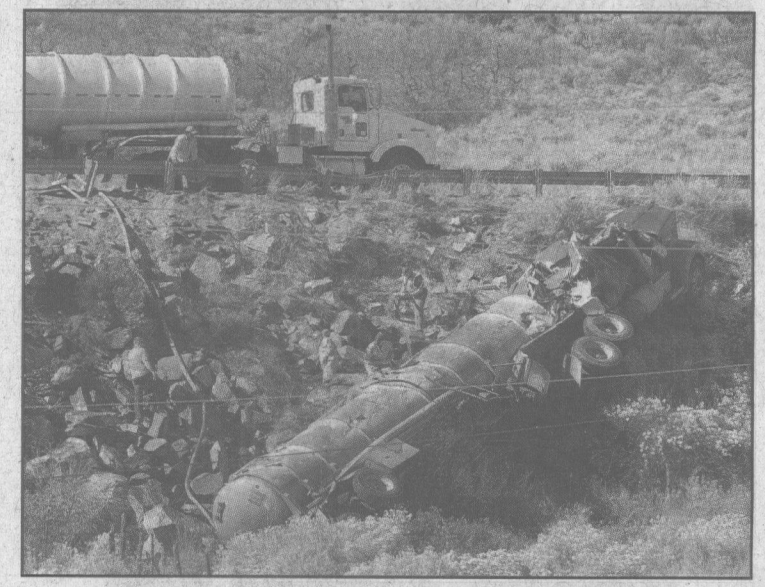
The Grand Junction Fire Department's hazardous materials team was initially called to the scene at 11:15 a.m., where it spent most of the day.

Crews estimated at least 7,000 gallons of crude had spilled, according to Fire Department spokesman Mike Page. The semi's tanker had a capacity of some 10,000 gallons. How much of it seeped into West Creek, a waterway that feeds into the Dolores River, wasn't clear.

"A lot of it was absorbed into the ground," Page said.

Evidence of oil in the water was observed about one-eighth of a mile downstream from the accident site, Page said. Crews hoped to contain it with absorbent water booms, he said.

See OIL, page 10A ➤



DEAN HUMPHREY/The Daily Sentinel

CREWS WORK TO PUMP remaining crude oil from a semi-trailer that wrecked Monday morning on Colorado Highway 141 near Gateway.

OIL: Driver suffered minor cuts during crash

➤ Continued from **Page One**

Lloyd Dean, president of Basin Western Inc., said the crude was being hauled from a drilling operation in Bluff, Utah, which is near Blanding, and was headed for a pipeline in Rangely. The company trucks crude between the locations once or twice weekly, he said.

Fire officials said environmental consultants working for Basin Western responded to the scene. The Environmental Protection Agency had a representative still en route as of late afternoon, according to Richard Mylott, Denver EPA spokesman.

The driver suffered minor cuts during the crash and extricated himself from the wreck, according to radio reports.

Mike Hall, director of facilities at Gateway Canyons Resort, said they shut off pumps and closed a headgate as a precaution upon being notified soon after the crash of potential contamination to West Creek.

The resort pulls irrigation water from the creek, he said.

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START3
Technical Direction Document

Opa Fund Access (Task Order #0005)
URS Operating Services

TDD #: TO-1111-02
Amendment#:B
Contract: EP-W-05-050

TDD Name:	Basin Western	! Period:	Option Period 2
! Purpose:	Incremental Funding		
! Priority:	High	! Start Date:	11/09/2011
Overtime:		! Completion Date:	02/29/2012
! Funding Category:	OPA Fund Access	Invoice Unit:	
! Project/Site Name:	Basin Western	WorkArea:	Removal/Response Activities
Project Address:	West Creek (Highway 141 Crude Oil Soill)	Activity:	CERCLA PRP Oversight
County:	Mesa	Work Area Code:	
City, State:	CO,	Activity Code:	BB
Zip:		EMERGENCY CODE:	☐ KAT ☐ RIT
! SSID:	Z8E8	FPN:	
CERCLIS:		Performance Based:	No
Operable Unit:			

Authorized TDD Ceiling:	Cost/Fee	LOE (Hours)
Previous Action(s):	$14,500.00	160.0
This Action:	$1,500.00	20.0
New Total:	$16,000.00	180.0

Specific Elements

Description of Work:
Increase funding and LOE for justification below:

Justification:

Costs regarding travel expenses and GSA vehicles following the last amendment were underestimated. No new tasks or deliverables.

Section

: Way Date: 02/21/2012
Phone #:

Project Officer Section - Signed by Joni Sandoval/R8/USEPA/US on 02/22/2012 12:12:23 PM, acco...
Project Officer: Joni Sandoval Date: 02/22/2012

Contracting Officer Section - Signed by Maria Houston/R8/USEPA/US on 02/22/2012 12:35:51 PM,...
Contracting Officer: Maria Houston Date: 02/22/2012

Contractor Section - Signed by Chuck Baker/Denver/URSCorp on 02/23/2012 09:48:00 AM, accordi...
Contractor Contact: Chuck Baker Date: 02/23/2012

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U.S. EPA
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Denver, CO 80202

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START3
Technical Direction Document

Opa Fund Access (Task Order #0005)
URS Operating Services

TDD #: TO-1111-02
Contract: EP-W-05-050

TDD Name:	Basin Western	! Period:	Option Period 1
! Purpose:	Work Assignment Initiation		
! Priority:	High	! Start Date:	11/09/2011
Overtime:		! Completion Date:	12/30/2011
! Funding Category:	OPA Fund Access	Invoice Unit:	
! Project/Site Name:	Basin Western	WorkArea:	Removal/Response Activities
Project Address:	West Creek (Highway 141 Crude Oil Soill)	Activity:	CERCLA PRP Oversight
County:	Mesa	Work Area Code:	
City, State:	CO,	Activity Code:	BB
Zip:		EMERGENCY CODE:	☐ KAT ☐ RIT
! SSID:	Z8E8	FPN:	E12801
CERCLIS:		Performance Based:	No
Operable Unit:			

Authorized TDD Ceiling:	Cost/Fee	LOE (Hours)
Previous Action(s):	$0.00	0.0
This Action:	$8,000.00	100.0
New Total:	$8,000.00	100.0

Specific Elements

Description of Work:

Scope of Work:

Provide technical support to the OSC during removal action PRP oversight to ensure response actions are protective of surface water and natural resources related to the removal of oil from the site.

Task Include: Documenting removal operations including soil removal, oil collection and land restoration following response actions. Sample collection may be necessary for soil and water analysis.

Deliverables & Schedule

Trip reports shall be provided within one week following each site visit with details as to removal activities performed and observations. A START member will be needed onsite during the response. A final summary report of the removal action will be due 30 days following completion of onsite activities. (Technical Completion: 12/30/11)

PRP Names (if known at this time): Keller Transport

Section
- Signed by Nghia Pham/R8/USEPA/US on 11/09/2011 03:16:47 PM, according to /R8/USEPA/US
: Steven Way Date: 11/09/2011
Phone #: (303)312-6723
Project Officer Section - Signed by Joni Sandoval/R8/USEPA/US on 11/09/2011 03:44:54 PM, acco...
Project Officer: Joni Sandoval Date: 11/09/2011

Contracting Officer Section - Signed by Maria Houston/R8/USEPA/US on 11/10/2011 04:44:05 PM,...	
Contracting Officer: Maria Houston	Date: 11/10/2011
Contractor Section - Signed by Rebecca Laramie/Denver/URSCorp on 11/11/2011 08:41:32 AM, ac...	
Contractor Contact: Rebecca Laramie	Date: 11/11/2011